

at the field the visitors who had gone from Washington in the five planes prepared to take off. The ambulance plane, piloted by Lieut. Ames, got into the air first, the others following in quick succession.

The ambulance plane left the flying field at 4:30 o'clock with the weather fine, although the forecast had said there might be thunderstorms. The accident happened at 6:25 o'clock, almost two hours later, which indicated that there had been trouble in the air before the crash.

It is customary to make the trip from Langley Field to Washington in a little more than an hour, the ordinary time with the faster planes being one hour and fifteen minutes, while some pilots have made the trip in fifty-five minutes. The time of the accident was fixed from the fact that Mr. Connolly's watch—on his wrist—which was broken, indicated that time. Then the storm was at its height.

One Witness of Accident. So far as it is possible to learn only one person saw the accident, a farmer living near Morgantown. While the story he told does not appear to the army officers entirely plausible, it is indicated that the plane fell 2,000 to 3,000 feet, striking over some trees then pointing nose downward. It was demolished, but there was no fire. Apparently the pilot cut off the switch so as to prevent a flareup from the gasoline tanks when he saw the fall was inevitable.

The bodies of the victims were not located until early this morning, due to the fact that the scene is difficult to reach and that persons who knew of the accident were too superstitious to go to help. Nobody went to the scene so far as could be learned until an expedition was sent out from the Naval Station at Indian Head and from the Army Air Station at Bolling Field. The bodies, therefore, remained in the wrecked plane throughout the night. The fact that nobody reached the scene before mattered little in the opinion of army officers, since it was evident death was instantaneous.

It seems that the people of the section who knew of the crash, chiefly farmers are negroes, many of them uneducated, are afraid of aircraft, although, due to the extensive flying between Washington and the army and navy air stations in the vicinity of Hampton Roads, many army planes and seaplanes go over them daily.

Difficult to Get Guide. Even when an automobile arrived in the vicinity from Bolling Field with officers who were on their way to the scene there was difficulty in finding any one who would show the way. At last one man volunteered to lead the expedition, but he had no idea of the destination was attained. The country in that section is cut with tiny streams and numerous swamps, so it is difficult to negotiate it. It was well after daylight when the bodies finally were found.

The dead were in the fuselage of the airplane, strapped in, as is the rule. They were removed and taken to the Langley Field. When the bodies were in the vicinity of Indian Head, The Dolphin proceeded up the Potomac to the Washington Navy Yard and the bodies were removed to Walter Reed Hospital.

It was 11 o'clock last night before officers at Bolling Field got word that there had been an accident to the airplane. When the plane was at Langley Field, as is customary when all airplanes go out, a message was sent to Bolling Field by radio giving the time of departure. Because of the failure of the plane to arrive on schedule time the officers got to wondering what had happened, but saw a possibility that because of the heavy storm a landing had been made at some place between Hampton and Washington. They were, however, on the lookout and there was much communication between the two air stations.

Relief Expedition Sent. The news that there had been a crash came through the Indian Head naval station and a relief expedition was sent out from Bolling Field at 11 o'clock.

"The accident was due entirely to the storm," Brig-Gen. Mitchell declared to-night. "It was impossible to fly in it. There is no doubt the plane was caught in an air current that forced it to the ground with a crash."

"The accident was due entirely to the storm," Brig-Gen. Mitchell declared to-night. "It was impossible to fly in it. There is no doubt the plane was caught in an air current that forced it to the ground with a crash."

"The accident was due entirely to the storm," Brig-Gen. Mitchell declared to-night. "It was impossible to fly in it. There is no doubt the plane was caught in an air current that forced it to the ground with a crash."

"The accident was due entirely to the storm," Brig-Gen. Mitchell declared to-night. "It was impossible to fly in it. There is no doubt the plane was caught in an air current that forced it to the ground with a crash."

"The accident was due entirely to the storm," Brig-Gen. Mitchell declared to-night. "It was impossible to fly in it. There is no doubt the plane was caught in an air current that forced it to the ground with a crash."

"The accident was due entirely to the storm," Brig-Gen. Mitchell declared to-night. "It was impossible to fly in it. There is no doubt the plane was caught in an air current that forced it to the ground with a crash."

"The accident was due entirely to the storm," Brig-Gen. Mitchell declared to-night. "It was impossible to fly in it. There is no doubt the plane was caught in an air current that forced it to the ground with a crash."

"The accident was due entirely to the storm," Brig-Gen. Mitchell declared to-night. "It was impossible to fly in it. There is no doubt the plane was caught in an air current that forced it to the ground with a crash."

AT 11 O'CLOCK TODAY PAYS \$840,000 MARKS

Messenger on Way From Berlin to Paris With Final Instalment of First Billion Indemnity for the Reparation Commission.

By the Associated Press. Berlin, May 29.—If the train carrying the special courier of the German Government arrives at Paris on schedule time, the Reparation Commission about noon Monday will receive the equivalent of \$400,000,000 gold marks, the balance due from Germany on the first billion marks gold reparation payment.

Each of the notes, twenty in number, bears the indorsement of the Deutsche Bank, the Dresdner Bank, the Darmstadter Bank and the Disconto Company, four leading banks which vouch for their joint guarantee in return for the Government's assurance that the notes would be redeemed as maturity without holding the banks materially responsible.

The courier, who left Berlin last night, carried the notes in an insignificant looking sack tucked away in an inside pocket.

The one billion gold marks which Germany will have paid as the first instalment, within the time specified by the allied ultimatum represent a billion weight of 400,000 kilograms, for which forty ordinary German freight cars would be needed. It is estimated that the courier will be in Germany when it has been called upon to pay in gold.

Lightning is declared by experts to be untenable. One army official who has had wide experience in storms said that there was no record of lightning striking an airplane, although it is known that Zeppelins and observation balloons had been struck. Even if lightning should hit an airplane, he stated, little damage would be done, the grounding could be found by the bolt.

The territory over which flights are made between Hampton Roads and Washington is almost entirely unpopulated, upon miles of swamps and almost as much water as land. Few landing fields are available and even they are full of stumps and broken with trees. This may account for the fact that the plane did not land or attempt a landing before the accident.

The fact that the plane was sighted at an altitude of between 2,000 and 3,000 feet before the crash indicated that the pilot was hunting for a place to land despite the fact that it probably would be impossible to land in the area. The theory that finds most belief is that a terrific blast of wind threw the plane into the air, where it was disintegrated by the force of the wind. The nose dived which followed it plunged uncontrolled to earth.

Photographs of the wreck have been taken and the most minute examination is being made of all the broken parts of the plane. Among the personal belongings found were a hat of one of the civilians, which was torn to shreds and a pocket watch which had been flattened completely. Every wire and control will be examined in the hope that experts may be able to find a reasonable explanation of the tragedy.

URGENT RADIO SERVICE TO PREVENT ACCIDENT
Gen. Mitchell Says Warning of Storms Is Needed.

WASHINGTON, May 29.—Centralized control of all aerial activities, under the direction of experienced fliers, should be the first step taken to prevent the indefinite repetition of such accidents as the crash of the army Curtiss-Eagle ambulance plane, in the opinion of Brig-Gen. Mitchell.

"It remains for us to seek out the reason in this terrible affair and to profit by it, to the end that more precious lives may not be sacrificed," said Gen. Mitchell. "To my mind the lesson is obvious. These accidents, costly in lives to a greater or less degree, have not been uncommon and they will continue to occur until we centralize the control of aviation and place that control in the hands of men who are themselves fliers and familiar with the problems and dangers of the air game."

Gen. Mitchell must be remembered that from the time the big Eagle plane left Langley Field for Bolling Field, although there were terrific storms all around Washington and in its path, there was no established way by which a warning could be sent to the pilot to tell him that he was driving his ship toward danger. In his opinion Lieut. Ames was in the midst of the storm before he realized the extent of the danger. He had a radio service to warn him of the area and intensity of the storm he could easily have turned away from it."

1,000 AIR FIGHTERS
READY FOR ATTACK

300 Machines in Practice for German Warships.

Special Despatch to THE NEW YORK HERALD. NORFOLK, Va., May 29.—With a thousand aviators, aerial mechanics and 300 of practically every known make of flying machine already here, army and navy air bombers are ready to attack captured German warships off the Virginia coast.

While the attack will not be made before June 15, active preparations are being made at the air station at the Hampton Roads Naval Air Station, Langley Field. Daily practice is the order of the day at Langley Field. A score of Martins and De Havilland bombers were to-day they hovered over Hampton Roads and engaged in various formations and battle practice.

Aviators at the Naval Base are busy assembling machines, mostly of the E-5 and navy bomber types. Aviators are arriving by air and rail every day. Three machines, each containing five men, arrived yesterday from Texas and Ohio.

"KIDNAPPED" GIRL ARRESTED.
Unable to Explain How She Got Into Patapsco River.

BALTIMORE, May 29.—After being reported as thrown into the Patapsco River and then kidnapped by her assailant, Miss Mabel Bigby will have a hearing in the Southern Police Court to-morrow.

Last night the police received a report of a woman being thrown overboard from the Hanover Street Bridge. She was rescued and spirited away in an automobile.

The police were informed that the woman had been seen to enter an old blacksmith shop in Westport. Motor-cycle Patrolman Weaver found her. At the police station she said she had been on a launch party and had been drinking. She said she could not explain being overboard.

AERO CLUB MOURNS THREE BIG FIGURES

Miller, Batchelder and Connolly Leaders in Distinct Fields of Aviation.

It takes exceedingly bad news to dampen the spirits of flying men, but word of the death of seven men, including three of the most prominent figures in American aviation, yesterday shocked members of the Aero Club of America and other followers of aeronautics here.

By a strange chance Col. Archie Miller, Maurice Connolly and Amos G. Batchelder, governor of the Aero Club, were leaders in the three distinct divisions of aviation, the military, commercial and civilian branches. Each man killed was a flier, accustomed to facing the dangers of an element more treacherous than the death of the leaders in aviation, the military, commercial and civilian branches. Each man killed was a flier, accustomed to facing the dangers of an element more treacherous than the death of the leaders in aviation, the military, commercial and civilian branches.

The accident is regarded as the worst blow aviation has received in this country. Maurice Cleary, governing director of the Aero Club of America, said, not only because of the death of the leaders but also because it will call again into question the safety of aeronautics. Hundreds of flights are made daily in safety, but the occasional accident is all that the public hears about, he said.

Col. Miller is well known here as the officer who, as commander of Mitchell and other army fields on Long Island Sound, was the first to make a reliable New York-Toronto, Trans-continental and other big air races and received the officers of the R-34 on their arrival here after crossing the Atlantic. He was born in Chicago in 1878 and educated at the University of Kansas and St. Louis University.

Miller's Career Brilliant. His military career began in Cuba in 1898 as a first lieutenant of State volunteers. Later he fought with the volunteers in the Philippines, winning the Congressional Medal of Honor. In 1901 he entered the regular army, choosing the cavalry branch.

In October, 1917, he became a lieutenant-colonel of the Air Service, receiving the rank of colonel. During the war his assignments included command of Kelly Field No. 2, the aviation camp at Waco, Texas, and Camp Greaser, N. C. After the war he was assistant to the Director of Military Aeronautics. Recently he completed a course at the United States Military Academy. He is survived by his wife and several children.

Mr. Connolly was the Washington representative of the Curtiss Aeroplane and Engineering Corporation, and formerly was general sales manager. During the war he held the rank of major in the Air Service.

Mr. Connolly was born in Dubuque, Ia., in 1877. He was graduated from Cornell University in 1897, and received the degree of LL.B. next year at New York University and later did postgraduate work at Oxford and Heidelberg. He was a member from 1916 of the Sixty-third Congress, 1913-1915, and was a delegate at large to the Democratic National Convention at St. Louis in 1916. He had many business connections in Iowa and was State Exalted Ruler of the Iowa Lodge of Elks in 1913.

He was a member of the Executive Committee of the Smithsonian Institution and belonged to a number of clubs, including the Metropolitan, National Press, Army and Navy and Aero.

Batchelder an Organizer. Mr. Batchelder, a governor of the Aero Club, was a former newspaper man and a native of Attica, N. Y. He was known not only for his work in aeronautical circles, but also as one of the founders of the American Automobile Association. He was largely responsible for the good road movement in this country, and was credited with having built up the membership of the A. A. A. to 500,000. At the time of his death he was chairman of the board of directors of the Aero Club.

Recently Mr. Batchelder devoted himself to aviation. During the last three months he was busy campaigning for national aerial laws which will make flying safe by regulating machines, pilots and pilots. He planned to launch a great membership campaign for the Aero Club of America, through which he hoped to further the cause of aviation in this country.

Lieut. Ames enlisted in the British army at the outbreak of the war and was transferred to the American forces in France. He has been connected with aviation for several years. His last assignment was as testing and engineering officer at Bolling Field, near Washington. He was regarded as an authority on aero-engineering. He was married about three weeks ago.

The machine in which the men were flying, the Curtiss Eagle, is a type introduced in the fall of 1915 as one of America's first commercial airplanes. At that time it was equipped with three 150 horse power motors, but later the power plant was changed to a single 400 horse power motor. The Eagle, which was of the enclosed type, had a wing span of sixty-one feet. This was the type of plane in which several attempts to beat the duration record of more than twenty-four hours have been made at Mitchell Field, Mineola. The plane has been very successful as a passenger and freight carrying machine.

Glenn Curtiss issued this statement: "According to the reports we have received the Eagle was caught in a terrific electric storm. There is no other plausible explanation of the accident than that the airplane was either struck by lightning or wrecked in the gale. The Eagle is civilian and official use has had a record of 100 per cent. safety. We have investigators at work and expect to obtain a more definite report to-morrow."

CHEMICALS FIGHTING OIL FIRE
BUTLER, Pa., May 29.—A fleet of specially constructed chemical engines sent from Pittsburgh to-day is to-night fighting the fire started by lightning which has already burned 100,000 barrels of oil and other property of the Valvoline Oil Company here, causing a loss estimated at \$100,000.

IT WILL HAVE DAY OF GREAT PAGEANTS

In Manhattan Major-Gen. Bullard Will Review Grand Army Procession.

29 G. A. R. POSTS IN IT

Brig-Gen. Wingate Will Be Reviewing Officer of Brooklyn Parade.

DEDICATION IN THE BRONX

Gigantic Wreath to Be Suspended From Shoulders of Statue of Liberty.

Wherever the American flag flies to-day patriots will remember that this is something more than a popular holiday mellowed by the early spring-time sunshine. They will pause at least a moment to recall that this holiday is also a holy day, a day consecrated to the memory of a nation's war dead.

In Manhattan the procession started annually by the survivors of the Grand Army of the Republic is expected to be uncommonly impressive. It will get into motion at 9 o'clock in the morning and swing north along Riverside Drive from Seventy-second street. Near the Soldiers and Sailors monument, at Eighty-ninth street, the parade will be reviewed by Major-Gen. Robert Lee Bullard, U. S. A., who will have as his guard of honor stationed there the Veteran Corps of Artillery and the Old Guard. With Gen. Bullard in the reviewing stand are expected to be Major-Gen. John F. O'Rourke, Rear Admiral Harry M. C. Huse, Mayor Hylan and other city officials and Col. F. W. Galbraith, Jr., commander of the American Legion.

National Guard Units. In the procession the right of line will be held by a battalion of the Twenty-second Infantry, U. S. A., from Governors Island, and a detachment of seamen and marines from the Atlantic fleet. A brigade composed of units of the New York National Guard organizations will follow under command of Brig-Gen. George R. Dyer.

Col. Christopher A. Farrell, of the G. A. R., who will be grand marshal of the parade, will lead the veteran organizations, the first two divisions of which will comprise members from twenty-nine New York posts of the Grand Army. The third division will be composed of the United Spanish War Veterans of New York county, under command of Divisional Marshal Charles G. Lawrence.

The American Legion posts of New York county form the fourth division. Marching in its van will be their guests, the British, French, Italian and Belgian veterans.

The fifth, sixth, seventh, eighth and ninth divisions will contain respectively delegations from the Veterans of Foreign Wars of the United States, veterans of the United States Marine Corps, the Police Reserve, the Hebrew Orphan Asylum, the Battalion des Gardes Lafayette—soldiers who fought in the Union armies and who for the first time in more than forty years will not carry the French tri-color beside the Stars and Stripes.

In Brooklyn and The Bronx. Both Brooklyn Borough and The Bronx will have a grand parade. The Brooklyn seven divisions, under command of Col. William P. Griffith, will be reviewed on the Prospect Park oval near the Soldiers and Sailors monument. The Bronx parade will start from the fountain at Bedford avenue and South Ninth street, proceed up the avenue to the Soldiers and Sailors monument, and then to John's place, to Flatbush avenue to the reviewing stand, after passing which it will be dismissed.

The Bronx promises the most imposing parade in its history. It will be made up of the county's own patriotic and veteran organizations. As it marches along the Grand Concourse its ranks will be uniformed in a ceremony. The county's posts of the American Legion will dedicate 900 maple shade trees which have been planted to commemorate the Bronx men and women who made the last great sacrifice.

Upon each of these young trees along the Grand Concourse and the Boulevard will be placed a bronze plaque bearing the name of the individual honored. For the first time since the war those who lost their lives in service of the merchant marine are to be remembered officially when the gold star mothers of the merchant marine are to be the guests of honor at a dinner to be given at the American War Veterans' association of the United States Junior Naval Reserve. The mothers will assemble at the foot of Ninety-sixth street at 11:30 A. M. and will there go aboard the launches. The little flotilla will cruise down the Hudson River between the United States destroyers and the gold star mothers' launches. Upon the waves a profusion of flowers which have been donated for the purpose by many city florists.

New York florists are to have a part in another unique ceremony. In cooperation with the Washington Post of the United American War Veterans they have produced a gigantic wreath, twenty-seven feet in diameter, wrought of evergreen studded with poppies. It is to be suspended from the shoulders of the statue of Liberty in the world's largest ceremony of the kind.

To-day the glory of God and in perpetual remembrance of the brave sons of Rhode Island who here suffered for their country night endure this day is greeted.

CARPET MILL RESUMES.
Fifth Company at Fitchcliffe Now on Full Time.

Special Despatch to THE NEW YORK HERALD. MINNEAPOLIS, N. Y., May 29.—The Fifth Carpet Mill Company, at Fitchcliffe, which has been running four days a week, starts this morning on full time. The wages are cut 20 per cent.

The company is operating an locomotive department of the Ontario and Western Railroad have been laid off owing to slackness of work.

HARDING TO HONOR U. S. DEAD AT ARLINGTON

Resumes an Old Custom Broken by the War.

WASHINGTON, May 29.—Leading the nation in commemoration of its heroic soldier and sailor dead President Harding will deliver tomorrow the Memorial Day address at the amphitheatre of the Arlington National Cemetery. Exercises at the national Capitol in honor of the men who followed their country's flag began to-day, but the formal homage of the States will be paid by the President, himself the son of a veteran of the Union armies, who resumes a custom broken by the war—the annual address of the President of the United States in the midst of the graves of the nation's dead.

Cabinet officers, high Government officials and officers of the army and navy, together with representatives of the foreign governments, are to attend the ceremonies at Arlington. Prior to the ceremony the national flag will be raised and the Regular Army will pass in review before the White House led by Lieut-Gen. Nelson A. Miles.

BISHOP ASSERTS U. S. FOUGHT FOR OTHERS

Manning Denies That America Went Into World War Solely to Protect Itself.

Bishop William T. Manning, speaking yesterday at the American Legion memorial services at the Cathedral of St. John the Divine, criticized by inference the statement of George Harvey, Ambassador to England, that the United States went into the war solely to protect herself. He also denied that any group in this country can tell the American Legion whether it can carry the burden of the Allies in its parade on Memorial Day.

"We did not go into this war merely for our own protection or for any low and selfish motive, and no one who understands the history of America will say that we did. Our men went into this conflict not with thought only of ourselves and not with hate or ill will toward any, but with calm, firm purpose to defend that which we may not care to uphold the right, to give their lives for their own land and for the fellowmen and women throughout the world."

Bishop Manning said that he thought was not only the Americans who died in the war but also of the French, Italian and British soldiers who lost their lives.

And on this point, said the Bishop, "I think it is time for a little plain speaking. I do not think we members of this legion can allow any group or faction in this city or anywhere in this country to tell us that we may not carry or display the flags of those who stood with us in the great day of trial, who fought and died for our cause along with our own sons and brothers in the world war."

The services at the cathedral, which were both military and ecclesiastical in nature, were attended by 3,000 persons, of whom 1,000 were men who lost their lives in the war. The Very Rev. Howard C. Robbins, dean of the cathedral, read messages from President Harding, John J. Pershing and Admiral Henry B. Wilson. President Harding's message said in part:

"It is for us and those who come after us to pledge and perform more to insure that the purposes and ideals for which these have given so much shall be held sacred for all time in the memory of the whole American people."

Abel Stephen S. White and Brig-Gen. C. J. Bailey spoke at the twenty-sixth annual memorial services of the Hebrew Veterans of the Republic at the cathedral. Gen. Bailey, who was the youngest member of the Jews "did not fail to measure up to the standard of Americanhood when the call came."

I would also like to make a plea for the forgotten soldiers," said Gen. Bailey. "Those who returned crippled and broken from the cruelties of war, whose lives are shortened and whose prospects are ruined demand our help and loving care. You are a generous race. You take better care of your poor than any other people I know of. You need no reminder from me or any one else to assist your interest and active help for disabled soldiers."

The celebration of requiem high mass at Fordham University by the veterans of the World War, Knights of Columbus and auxiliary organizations was interrupted when six persons were overcome by heat. Lieut-Col. Stratford Corbett, grand marshal of the parade, treated them all and sent them home in automobiles.

The Rev. John J. Sullivan, former chaplain in the aviation service and now of the clergy of St. Augustine's Church in The Bronx, was the celebrant of the mass for the soldier and sailor dead. The Rev. Francis P. Duffy, grand marshal of the 30th Infantry, and one of the first chaplains to go overseas, preached the sermon.

Memorial services for those who died in the civil, Spanish-American and world wars were held on the Mall in Central Park yesterday afternoon. They were conducted by the United States Spanish-American war veterans, New York county, assisted by the Grand Army of the Republic, the Veterans of Foreign Wars and auxiliaries. The Rev. Francis P. Duffy, Miss Louise W. Williams and Thomas F. Gannon spoke.

VALLEY FORGE HONORS FOR R. I. HEROES OF 1776

Arch Is Dedicated in Memorial Church.

VALLEY FORGE, Pa., May 29.—Rhode Island took its place in the galaxy of Colonial States here to-day, when the bay, memorial arch, given by the Society of Colonial Dames, Society of Colonial Wars, Daughters of the American Revolution and other patriotic citizens of that colony, was dedicated in the cloister of the cathedral.

The bay was presented by the Right Rev. James De Wolf Perry, Bishop of Rhode Island, and accepted on behalf of Pennsylvania by Thomas J. J. S. Land, Suffragan Bishop of Philadelphia. The bay is built of Honesdale granite and Indiana limestone, the Colonial field carved granite and the United States arms in the oak ceiling. The inscription reads:

"To the glory of God and in perpetual remembrance of the brave sons of Rhode Island who here suffered for their country night endure this day is greeted."

FRANCE JOINS U. S. IN HONORING WAR DEAD

Ceremony Is Held at Arc de Triomphe, Allied Troops Being Present.

ADDRESS BY WALLACE

Speaks at Tomb of Unknown Soldier and Places Wreath Upon It.

SERVICES IN CHURCHES

American Envoy and Marshal Petain Will Make Addresses To-day at Suresnes.

By the Associated Press. PARIS, May 29.—France in military and religious services joined with America to-day in the first of two days' observance of Memorial Day for the Americans who gave their lives in the great war. With British, Belgian and other allied participants, the French people symbolized their reverence for those who fell by a notable ceremony at the Arc de Triomphe, where soldiers and civilians placed wreaths on the tomb of France's Unknown Soldier, while Hugh C. Wallace, the American Ambassador, speaking for the nation, coupled his tribute to the dead with an expression of the world's admiration for the spirit of France.

Throughout France wherever there were American graves memorial services were held in the French churches, and in Paris there were observances of the day in all English speaking churches. Almost a French rite. The Government and people through the newspapers and veterans' organizations asked to be allowed to honor the American dead, the programmes of to-day and to-morrow suggested by the American Memorial Committee were arranged by the French alone at many places and in various parts of the country.

Symbol of Fraternity. The ceremony at the Arc de Triomphe served as a symbol of the fraternity of the comrades in arms in the late war. It was a composite of the American Forces of Occupation from the Rhineland, with its band playing "Maiden," swung up the Champs Elysees, under the arch and passed to the cathedral of Notre-Dame, where the French people, in a sprinkling of other allied uniforms in the massed forces at the arch.

The Garde Republicaine Band opened the ceremony with the playing of the French national anthem, "Marseillaise." Then Ambassador Wallace, addressing himself to the French unknown soldier, who "died for France, as France died for the world, as the world died for the unknown soldier," placed a wreath on the great slab marking the grave, and eight buglers sounded taps.

The American flag and colors were dipped, the French using the tattered French flag formerly carried by the French Twenty-fourth Infantry, only thin shreds remaining, but still symbolizing the struggle in which so many died.

As the American boys, tall and straight, and with their clean cut faces tanned almost to the shade of their uniforms, marched past the guard, the pride of the American spectators was stirred by the laudatory comments of the French veterans on the appearance of the American force.

In depositing a wreath upon the unknown soldier's grave Ambassador Wallace said:

"I place this wreath upon the grave of the unknown soldier who rests here as the very type and symbol of heroic France. He died for France, as France died for the world, as the world died for the unknown soldier. He died for himself, stood ready to die for liberty and for the peace of the world. He died for France, and glory could grant no more. Who shall call him unknown when every French mother who lost a son may claim him as her own?"

"He sleeps in peace, but who did more to bring peace to France and to the world? His body lies in the earth which with its fellows, keeps watch and ward over France. This is not death, it is life eternal."

Soldier's Tomb a Shrine. "Soldier of France! I speak to you, for you still have ears to hear. We praise you, but we can do you little honor, for you are above and beyond all praise. You are the resting place of a hallowed tomb for you, is for us a shrine. Here your countrymen may come as to an altar to pray for France. Here they may imbibe the patriotism from a never failing source."

"The spirit which took you into battle was the spirit of France. The courage and devotion which led you on to the supreme sacrifice of your life for home and country are at once a precious memory and an example to be followed by all who come after you. France will not perish while your memory lives."

"We pray that wars may cease, but as is God wills. When France is threatened she will protect her own. The world knows what it owes her, and her allies will be faithful, but her chief defense is in her children. Inspired by you they will do as you did. As they march to the battle the eye of faith will observe the spirit of France in the other legions—the souls of the Frenchmen who have died that France may live."

FRIENDS TO GATHER AT MITCHELL'S GRAVE

Will Pay Tribute to Memory of Former Mayor To-day.

A tribute to the memory of Mayor John Purroy Mitchell will be paid to-day by his former associates in the city government, who will visit his grave in Woodlawn Cemetery. There will be a simple ceremony, and a wreath will be placed on the mound. Nearly every member of the Mitchell family will attend, and there will be representatives from all city departments.

The party will include the following, who held office as indicated: Robert Williams, Fire Commissioner; Henry Bruere, City Chamberlain; J. T. Featherston, Street Cleaning Commissioner; R. A. C. Smith, Dock Commissioner; Dr. S. G. Goldwater, Health Commissioner; F. H. Kracke, Bridge Commissioner; Samuel L. Martin, one of Mayor Mitchell's secretaries; William J. Millard, his law partner; Bruce Cobb, secretary of the Board of Water Control, and William A. Prendergast, Comptroller.

Take his photograph with you.
PIRIE MACDONALD
Photographer of Men.
576 FIFTH AV. COR. 47TH ST.

BOUCK WHITE TAKEN FROM BED, FLOGGED

Continued from First Page.

brainstorm, and when this is over and people get back to sane thinking again, I shall have a message for them, and I am sure they will listen to me. I and my marital difficulties are but an incident, merely one of the 30,000 such failures, and they are easily settled. The girl—I mean my wife—will get her annulment and I will pay her fare back to France. This story should be kept on a high plane, and it can be done that way if you boys do not mention the visit of those city toughs last Monday night.

"They call me an anarchist, a Socialist, a Bolshevik and an I. W. W. But I am none of these. I am just a liberal. All I want to do is live and write. I am now writing a book on the part the anarchist will play in the great cataclysm that is bound to come."

The tar and feathering episode which cost White much pain and considerable black and blue marks, she finally left the shack near Marlboro, twelve days in which at attractive young Frenchwoman who had thought she had married a conservative American business man was thoroughly disillusioned. The awakening, Mrs. White said, was attended by a series of fights in which she was hit by White and suffered many black and blue marks. She finally left the shack a week ago last Thursday morning, and was seen by Mrs. Leonia Swift, housekeeper of the Marlboro Mountain House, the nearest hotel, until the courts disposed of her case and she can be sent back to her home in Paris.

She told of marrying White in France because she thought she loved him and believed he was a business man. The ceremony was performed on April 21 in Paris, and on the following day they started for the United States.

White and his wife reached New York April 30 and went to live in the Hotel Holly in Washington Square. White then proceeded to introduce the young Frenchman to his radical friends, but none of them made a favorable impression. Her husband then summoned Miss Louise Adams Grout, a Socialist in good standing, to teach his wife the principles of socialism and the nationalistic ideas of the French and she refused to be converted. It was then that White took her to the mountains, to the shack which, she says, he had pictured to her as a luxurious country place.

Bernard F. Cackre, a Poughkeepsie lawyer, is acting as Mrs. White's counsel in the annulment action, and Harry G. Harper has been named guardian ad litem, the girl being only 20.

HINES HONORED IN VENICE.
VENICE, May 29.—A banquet was given to-night to Walker D. Hines, formerly American Director of Railroads, and now American arbitrator on questions of international navigation. The other guests included members of the Reparations Commission and the Prefect, the Mayor, members of the Chamber of Deputies and prominent members of the Chamber of Commerce.

White and his wife reached New York April 30 and went to live in the Hotel Holly in Washington Square. White then proceeded to introduce the young French